

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (canceled)
2. (canceled)
3. (currently amended) A stabilizer bar according to claim [2] 15 wherein the valve contains a restriction and the coil controls the viscosity of the fluid at the restriction.
4. (currently amended) A stabilizer bar according to claim [1] 15 wherein the ramps on the second and third coupling members are separated by rolling elements which bear against the ramps.
5. (currently amended) A stabilizer bar according to claim [1] 15 wherein the second and third coupling members are located within the first coupling member.
6. (currently amended) A stabilizer bar for an automotive vehicle, said stabilizer bar comprising:
  - first and second torsion rods which are aligned along an axis;
  - a housing connected to the first torsion rod such that it will rotate with the first rod;
  - a rotor located within the housing and connected to the second rod such that it will rotate with the second rod; the rotor having a face that is presented axially and is provided with ramps;

a piston located within the housing such that it can shift axially with respect to the housing, but not rotationally, the piston together with the housing defining a cavity, the volume of which depends on the axial position of the piston in the housing, the piston having a face that is presented axially toward the face on the rotor and has ramps which are presented toward the ramps on the rotor, ~~and cooperate,~~ the ramps on the piston cooperating with the ramps on the rotor, as a consequence of relative rotation between the rotor and the piston and housing, to determine the axial position of the piston in the housing and the size of the cavity;

a fluid in the cavity of the housing; and

a valve for controlling the flow of fluid displaced from the cavity when the cavity decreases in volume.

7. (original) A stabilizer bar according to claim 6 and further comprising rolling elements between the ramps on the rotor and the piston.

8. (canceled)

9. (original) A stabilizer bar according to claim 6 wherein the fluid is at least in part rheological, and the rheological portion of the fluid is in the valve.

10. (currently amended) A stabilizer bar according to claim [9] 17 wherein the fluid is magneto-rheological at the valve, and the valve contains a restriction and a coil which produces a magnetic flux at the restriction, thus controlling the viscosity of the fluid at the restriction.

11. (original) A stabilizer bar according to claim 10 wherein the valve includes a housing that contains a chamber and also includes a restrictor in the chamber to provide the restriction, the coil being located in the restrictor.

12. (currently amended) A stabilizer bar according to claim [9] 17 wherein the ramps on the rotor and piston are arranged in pairs, with the ramps of each pair descending to a valley between those ramps.

13. (original) In combination with a structural component of an automotive vehicle and with left and right control arms that pivot on the structural component about axes that extend generally longitudinally of the vehicle, the stabilizer bar of claim 6 wherein the first torsion rod is connected to one of the control arms through a first torque arm and the second torsion rod is connected to the other control arm through a second torsion arm.

14. (original) The combination according to claim 13 wherein the torsion rods are attached to the structural component with the housing and rotor being located between the locations where the torsion rods are attached to the structural components.

15. (new) A stabilizer bar for an automotive vehicle, said bar comprising:

first and second torsion rods which are aligned along an axis;

a coupling including first, second, and third coupling members, the first coupling member being connected rigidly to the first torsion rod, the second coupling member being connected rigidly to the second torsion rod, the third coupling member being movable axially, but not rotationally, with respect to the

first member and together with the first member enclosing a cavity, the volume of which depends on the axial position of the third member with respect to the second member, the second or third members having ramps which control the axial position of the third member relative to the second member and relative to the first member, with the axial position being dependent on the degree of relative rotation between the first and second members, whereby the volume of the cavity depends on the angular position of the first member relative to the second member;

a fluid in the cavity and being at least in part magneto-rheological; and

a valve connected with the cavity for containing the rheological portion of the fluid and controlling the flow of fluid displaced from the cavity as relative rotation occurs between the first and second coupling members, the valve including an electrical coil for controlling the viscosity of the rheological fluid in it.

16. (new) A stabilizer bar for an automotive vehicle, said stabilizer bar comprising:

first and second torsion rods which are aligned along an axis;

a housing connected to the first torsion rod such that it will rotate with the first rod, the housing having a splined socket;

a rotor located within the housing and connected to the second rod such that it will rotate with the second rod; the rotor having ramps;

a piston located within the housing and having a splined stub shaft which projects into the splined socket of the housing, with the splines on the stub shaft being engaged with the splines in the socket of the housing so that the piston can

shift axially with respect to the housing, but not rotationally, the piston together with the housing defining a cavity, the volume of which depends on the axial position of the piston in the housing, the piston having ramps which are presented toward the ramps on the rotor;

rolling elements between the ramps on the rotor and piston so that relative rotation between the rotor and the piston and housing, will change the axial position of the piston in the housing and the size of the cavity;

a fluid in the cavity of the housing; and

a valve for controlling the flow of fluid displaced from the cavity when the cavity decreases in volume.

17. (new) A stabilizer bar for an automotive vehicle, said stabilizer bar comprising:

first and second torsion rods which are aligned along an axis;

a housing connected to the first torsion rod such that it will rotate with the first rod;

a rotor located within the housing and connected to the second rod such that it will rotate with the second rod; the rotor having ramps;

a piston located within the housing such that it can shift axially with respect to the housing, but not rotationally, the piston together with the housing defining a cavity, the volume of which depends on the axial position of the piston in the housing, the piston having ramps which are presented toward the ramps on the rotor and cooperate with the ramps on the rotor, as a consequence of

relative rotation between the rotor and the piston and housing, to determine the axial position of the piston in the housing and the size of the cavity;

a fluid in the cavity of the housing, the fluid being at least in part rheological; and

a valve containing the rheological portion of the fluid, the valve controlling the flow of fluid displaced from the cavity when the cavity decreases in volume.